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ESKIMO GIRL GATHERING FLOWERS AT FOULKE FIORD, 700 MILES FROM THE NORTH POLE

(See Bulletin No. 2)

HOW TO OBTAIN THE BULLETINS

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Manchuria and Soy Beans

NEWS DISPATCHES from Mukden, Manchuria, of the retreat of Marshal Chang Tso Lin and his apparent complete defeat means a change of political power in Manchuria. In the opinion of some observers, the Manchurian war lord's downfall may be a turning-point in China.

For ten years now Chang Tso Lin has ruled Manchuria, sometimes reaching out to Peking, too, and always playing Russia and Japan against each other within his own domain.

Americans who like to eat at Chinese cafes have a personal interest in Manchuria. Manchuria's major crop is the soy bean—and it is soy bean sauce which lends flavor to chow mein, chop suey, yakamin, and other American versions of Chinese cooking.

The soy bean's rise from obscurity, only 15 years ago, to its present importance is a wonder of modern commerce. Today its products, manufactured by the wholesale at Mukden, recent center of Manchurian hostilities, are shipped all over the world.

Used for Cheese, Candy and Fertilizer

Not only does the soy bean provide a sauce which is the Worcestershire of China, but it also masquerades as cheese, candy, fertilizer, flour, oil for lighting and lubricating and it does further duty in waterproofing umbrellas and cloth.

The Japanese use it widely as the basis of confectionery. In this form it is highly palatable and the Japanese consider their candies and pastries more wholesome than ours—indeed they are appalled by the quantity of sugar which Americans consume.

Dairen, just north of Port Arthur, on the Liaotung peninsula, exported in one year nearly 150,000 tons of bean oil, and most of this came direct to the United States. Many of the ultimate consumers thereof probably were no more aware that soy bean oil was the basis of a delicious mayonnaise dressing than that hair-seal oil was an important ingredient of the bonbons they ate after dinner.

Makes Soaps, Paints and Face Powder

Only a fraction of the bean oil that comes to this country is used in edibles. Much of it is utilized in making soaps, paints, lubricants and toilet powders. After oil is extracted from beans, the residue is made into bean cakes. These are manufactured extensively in Mukden. They are retained in the East, and serve as fertilizer and cattle feed, both in China and Japan.

Aware of Manchuria's enormous soy bean crop, and its heavy yield of sorghum and millet, the visitor expects to see great farms of these products. The Manchurians, like most Chinese, are gardeners rather than farmers. The vast aggregate of these grains and vegetables come from patches of an acre or so. Tens of thousands of farmers, with tens of thousands of the primitive plows, shaped like crude shovels, turn up millions of ridges, and drop seeds into the loose earth. Then they run a roller over their patches and wait until it is time to

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A CHINESE MAN IN FANTASTIC GARB, MOUNTED ON STILTS

He is participating in a Chinese New Year's parade in Hailar, a town in Manchuria near the Mongolian border (see Bulletin No. 1).

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How Eskimos Hunt the Walrus

IT IS possible for human beings to exist without commerce. The Eskimos do. Donald B. MacMillan tells of one tribe which thought they were the only people on earth.

But the Eskimos have a hard time of it. Having no contacts with the outside world they must provide everything they use—food, fuel, clothes and shelter. And tools to make these things.

Compare the Eskimo with a wheat farmer of Saskatchewan, Canada. The wheat grower has scarcely more natural advantages than the Eskimo. But he has, along with his wheat, a railroad, and by shipping out his wheat on this railroad he can buy back tools and pictures, radio sets and books, automobiles and ready-made clothes.

Getting Family's Food a Hazardous Enterprise

To get one of his food staples the Greenland Eskimo must engage in one of the most dangerous and thrilling man and animal combats known, as a part of his routine of making a living.

An Eskimo walrus hunt, staged in a tiny boat, with primitive weapons, offers the game a fighting chance, writes Maynard Owen Williams, staff correspondent of the National Geographic Society with the MacMillan expedition last summer.

When the Eskimo puts to sea in a toy balloon of a boat, to battle to the death with twenty times his weight of pigheaded, bull-necked ferocity, his trusty "steed" is corseted to his waist and his "rifle" is made from a tusk in the mouth of his enemy. He must not only kill his walrus, but also drag it ashore and, if he is forced to make an arsenal of his narrow deck space, he does so.

Hunter Must Invade Enemy's Element

A mighty hunter, equipped with the highest powered rifle that he can shoot without making game of himself, climbs a tree, shoots a lion and writes a book. The Eskimo, however, invades the element in which the "lion of the sea" is at home but in which he, the hunter, cannot swim. He shackles his feet inside a flipper by means of which he must outmaneuver an animal born with them, sinks a bit of walrus ivory in the tough hide of his prey and gets his antagonist angry enough to come to the surface and receive the killing iron.

When it is all over and his sinkable quarry has been towed ashore and cut up, the hunter removes its spleen, stretches the membrane on a hoop made of walrus ribs and makes a kilaute (a musical instrument) with which to accompany his song of victory to his wife and dogs.

The Eskimo must not only carry his contest for food into the home element of his prey but must finish his job without going home for more tools. Across the taut sealskin deck of his kayak (Eskimo canoe) are stretched lines of rawhide, held in place by bone or walrus ivory buttons. These lines serve as a tool chest, into which each instrument is placed and from which it can be instantly withdrawn when the occasion arises.

spread their beans or their grain on clay floors. They thresh the grain with flails or trample it with oxen.

Southern Manchuria has the best railroads in China; some of the busiest cities, such as Mukden, Harbin, Kirin, and Port Arthur; and its general prosperity is high. During Chang Tso Lin's sway Japan has engaged extensively in Manchurian railroad building.

Fire Fighting and Cart Roads

Two utilities escape any taint of modernism—the fire fighting of the cities and the roads of the countryside. In Mukden the Chinese Chamber of Commerce has a fire brigade, which has the hand pump, hose cart and bucket equipment like that found in New England towns as precious relics of colonial days. If volunteers are not at hand, or if the fire is too far from a well, as frequently is the case, this provision is not effective.

Outside the cities Manchuria roads are cart tracks. The heavier the traffic the worse the road. Hard use engenders no good-roads campaigns. There is a famous cart road from Tiehling to Kirin where carts roll south from October to February at a rate of 3,500 a day. These bring down grain, beans, fuel, skins, and produce. They travel back with oil, woven goods, matches, and various household needs. Some days the cart driver must edge his way into the traffic stream as an automobile driver does on many an American city boulevard during a week-end. Nobody suggests improving the cart road.

The region generally referred to as Manchuria really comprises three provinces of China, which are Tsitsikhar, Kirin and Liaotung. The latter, which is also known as Shing-King or Fengtien, is the most southerly and gives its name to the peninsula where Port Arthur and the Japanese reservation are located. It was here that the encroachments of Russia, in 1898, brought on her war with Japan.

Bulletin No. 1, January 4, 1926.

Form for Renewal of Bulletin Requests

Many requests for the GEOGRAPHIC NEWS BULLETINS were made for the year ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

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The Hebrides: Scotland's Bleak Western Isles Which Fear Effects of Modern Innovations

SCOTS who live on the island of Skye, of the Outer Hebrides, are reported to have abandoned oatmeal for a diet of white bread, jam and tea. Whatever the economic reasons for the change it is sufficiently radical to have called forth condemnation.

Moreover, says an official, radio and cross word puzzles are other "new fangled" innovations which are "spoiling" the islanders.

Only a year ago it was the emigration of "crofters," or small farmers, departing from the Hebrides which was causing alarm. These farmers, however, said it wasn't they, but the climate, which had changed, and they pointed to crop failures as proof.

Life in the Hebrides, whether because of climatic or social conditions, has always been rather hard. This part of Scotland is bleak, cool, and very moist. Vegetation does not grow luxuriantly, and the annual temperature has only a few degrees to fall in order that the danger point be reached. Turnips and potatoes are the chief standbys among the vegetables while barley and oats grow fairly well. Pasturage is good, and stock-raising is really the industry best adapted to the islands; but this fact is of small value to the "crofters," or small farmers. The cattle are raised, rather, on large estates.

Crop Failures Frequent

Time after time there have been crop failures which have put a large part of the population on the verge of starvation. On such occasions numbers of the crofters and cotters have gone to Australia or America. Some observers are pessimistic enough to see a time when all the small farmers and cottage dwellers will desert the islands, leaving them in the hands of large estate owners and seaside village fisherfolk.

The Hebrides are not a small group of islands like the Shetlands and Orkneys. It is hard, in fact, to consider them apart from the mainland. The larger members of the Inner Hebrides are separated from Scotland proper by such narrow channels that only close inspection of the map shows them not to be a part of the mainland. The Outer Hebrides, among which is the Isle of Skye, are only twelve miles off the coast. In spite of this proximity, however, the isles are somewhat isolated, and their inhabitants have clung to customs long since dropped by their kinsmen on the mainland. Rude old stone structures, religious symbols of a pre-Christian era, abound; and until comparatively recently the Christian islanders conducted ceremonies about them.

Once Owned by Danes

Iona, one of the smaller of the Inner Hebrides, was the "Blessed Isle" of early Christian days in the British Islands. St. Columba, noted Irish missionary, made it the center of Celtic Christianity, a position which was made even stronger after his death. From there missionaries went out to convert Scotland and northern England to Christianity. Kings were brought to be buried in the soil of the sacred island. The importance of Iona was ended, however, by the

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Paddle Costs a Fox Skin

More important than any weapon, since the Eskimo's life depends upon it, is the double-bladed paddle, straight-grained as a baseball bat, and tipped with bone. Along Smith Sound the trees, willow and birch, are two inches high and paddle material must be bartered for. A strong light stick, seven feet long, may cost a blue fox skin.

The paddle is both propeller and helm, and is material for a pontoon bridge when more than one kayak is moored abreast. The paddle is stretched across from one frail bark to another when the kayak is swung broadside to the rock shore. Laid across the deck and touching the rocks or ice the paddle also prevents overturning while the owner is squirming out of the narrow opening.

Harpoon Does Not Kill

Next in importance is the harpoon. It kills nothing, but it brings it back. Ten inches of the front is made of bone, blunt pointed, and so joined with rawhide that at impact it turns sideways, releasing the detachable point and setting it across the incision in the tough hide so that it will hold. The point is edged with steel, possibly cut from some abandoned saw blade. A long, knotless line joins it to the awatah, or sealskin float, which tires out the walrus and keeps him from sinking and being lost. This line is made by skinning a broad cummerbund from the body of a square flipper seal and then cutting from it a single long line. This line, if kept moist, will withstand the strain of four to five men. A ton of walrus is beached by belting a line about it and using holes cut in the ice, in lieu of block and tackle.

The killing iron which inflicts the mortal hurt is attached to a long rod. It must be lanced deep through tough hide, thick fat, and between close-set ribs to the heart before the sea is reddened with blood and the upended awatah, motionless in the water, shows that the fight is over and that man has won.

As the kayak deck is often awash the owner wears a seal skin corselet, which laps over the rim of the opening and prevents water running in on the one thickness of bear skin, all that keeps him from feeling the ice-cold water through the thin skin kayak covering.

Food and Plenty of It

From one hunt, which resulted in three walrus being towed ashore and several more killed by rifle fire, one kayak was brought back after it had overturned and two of the awatahs were punctured by the tusks of a herd of a hundred infuriated sea animals, which recognized in them something associated with an enemy.

In these aquatic "battles of the century" the bull walrus fights for his females and their young. But back of the Eskimo are his family and his dogs, all of whom depend upon him and his walrus catches for their very lives. The walrus, dangerous as he is, is food and plenty of it. Paddle, harpoon, sealskin float, and killing iron are but the implements with which the sea-fed Eskimo farms his icy waters.

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The Sinai Peninsula

THE OLDEST alphabet in the world is believed by scholars to have been revealed after years of study of tablets found more than twenty years ago on Mount Sinai. There is still dispute about the tentative translations of these tablets, but experts agree on their authenticity.

The Sinai Peninsula, a familiar name to every Bible reader, is little known in its modern aspect. As the crow flies the distance from the north end of the Red Sea, where the children of Israel are supposed to have crossed, to Jerusalem, is only 200 miles; but the narrative of the wanderings in the wilderness indicates that paths were doubled many times and that the wanderers passed far beyond their objective before turning south again. The most crooked route that has been suggested measures perhaps 1,200 miles. It seems almost absurd, if one has read the Biblical story casually, that the wanderers could have consumed 40 years—an average of 30 miles a year making this journey. But a closer reading of the narrative discloses that the actual travel was accomplished in about two years and that the remaining period was spent in camps near Mounts Hor and Kadesh.

Nature Marked Out Stopping Places

The route from Suez to Sinai is a nine-day journey on camels. Travelers usually make a short half day to the Wells of Moses, the first oasis four hours beyond Suez. Then follows a waterless tract of three days' journey to Elim. Elim with its wells of water and its palm trees, unchanged to this present day and without human habitation, was the first possible stopping place for the Israelites after the edge of the desert had been crossed.

Four days beyond Elim lies the oasis of Firan, rightly designated "The Pearl of Sinai," the most fertile tract and one of the most interesting spots in the whole peninsula.

Past Firan the road crosses a watershed at 3,900 feet and makes a slight descent before the last climb over Nagb el-Hawa to the Plain of er-Rahah, which most scholars have regarded as the camping place of the Israelites while waiting for the giving of the Law. Nearby is Jebel Musa, the mountain which, according to the Bible, was enveloped in clouds and lightning reverberating with thunder, a mountain that could be touched, while Moses tarried on its summit and the people waited below.

Pilgrimage Steps Up Mount of Law

Just to the left of this peak, Jebel Sufsaf, is the valley of the Deir, in which stands the monastery of St. Catherine, established about the middle of the fourth century by Byzantine Christians.

The great shrine of the region is Jebel Musa, itself, the Mountain of the Law, which rises 2,350 feet above and behind the monastery. The pilgrimage steps, said to be 3,000 in number, are broken at many points, but still form an impressive ascent to the noble mountain top. There is a shrine to the Virgin Mary and a chapel to the Prophet Elijah on the way up.

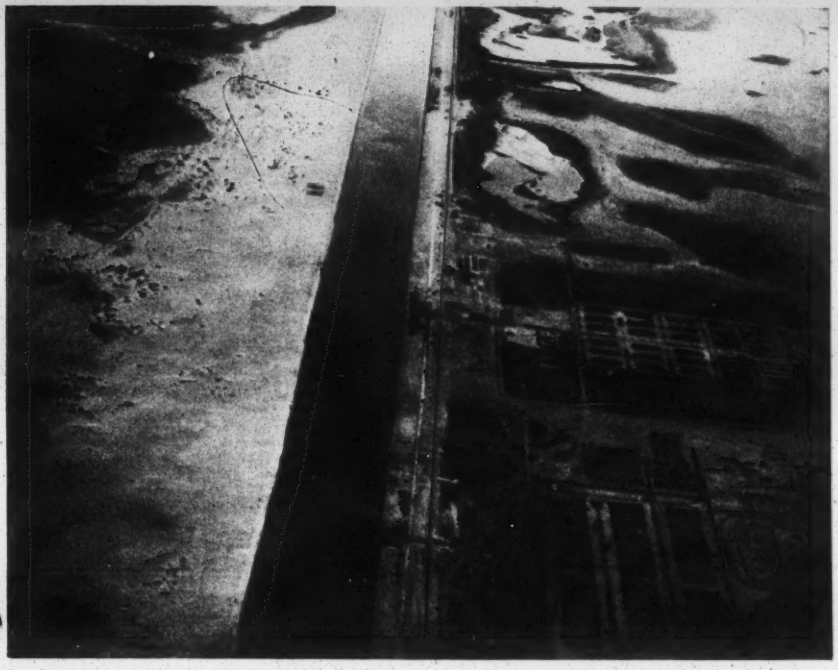
The view from the top is wild and imposing beyond the power of any pencil

Danes who swept down about the beginning of the ninth century and seized the Hebrides from the Scotch. The islands were not returned to Scotland's overlordship until 1226. Later the Hebrides again had a sort of independence when a line of powerful Scotch noblemen set themselves up as "Lords of the Isles."

More than 500 islands make up the Hebrides group, but only about 100 are inhabited. When the semi-feudal regime was ended in the islands in 1748 many crofters were driven off the estates, the standard of living fell very low, and large numbers of people were barely able to keep alive. When, in 1884, famine drew attention to the hard lot of the people on many of the islands a relief commission was formed by the British Government and certain reforms brought about. But even today on Lewis-with-Harris, the largest island, many of the people live under most primitive conditions in little stone huts roofed with turf and shared with animals and poultry.

Danish blood is evident in some of the islands and a large proportion of the people speak Gaelic. Climatic conditions not only limit the vegetation, but have stunted the animals of the islands. There are small breeds of horses, cows and sheep. The variety, too, is small, especially among the mammals. On St. Kilda, outermost of the Outer Hebrides, a mouse is the only indigenous mammal.

Bulletin No. 3, January 4, 1926.



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AIRPLANE VIEW OF SUEZ CANAL AT KANTARA

For a long distance the Sinai Peninsula forms the east bank of the Gulf of Suez. Kantara was a British base during the war (see Bulletin No. 4).

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Beirut: Where the West Overlaps the Near East

BEIRUT, Syrian capital to which American destroyers have been ordered to protect American lives and property, is one of the many Mediterranean ports sprung into prominence as a direct result of modern commerce. It is the most up-to-date city in the Near East, the chief seaport for Damascus and the Lebanon mountain region, and enjoys a heavy trade in products from the interior and the Levant coast. Over its harbor float the flags of nearly every maritime nation in the world.

As the Bible does not mention Beirut it seems a mushroom growth in comparison with its neighbors, Baalbek and Damascus. Its modern conveniences, parks, educational institutions, and, outside of the old native town, its wide, well-paved thoroughfares, automobiles, street cars and handsome homes strengthen the impression. From the harbor rises the narrow-gauge railway which connects it with Damascus, the metropolis of the Near East. It is this railway, and the harbor improvements made by the French, which are largely responsible for Beirut's present prosperity and importance.

A City of Sunsets

Though Beirut may be passing through only the dawn stage of its development, it is noted among travel connoisseurs as a city of sunsets. It nestles at the base of the Lebanons on a low alluvial plain, and snowy crests of the mountains rob it of the early morning light, but they furnish a crystal screen upon which is projected the rosy glow of one of the world's most colorful sunset spectacles.

Not the least attractive part of the picture is Beirut's beautiful bow-shaped bay. It bears the name of St. George, and, although the French have done most to improve it commercially, the British have been its best advertisers. Their gold coins, now extinct, showed St. George killing a dragon, or rather THE dragon, and mythology tells us that here is the memorable spot where the deed was done. Scenically Beirut's bay has been compared to that of Naples for symmetry of outline and richness of background.

In the older parts of the city the streets are narrow, winding, and full of life. Buildings are kalsomined in various hues, ugly near at hand but soft and harmonious from a distance. The newer sections have wide, tree-lined avenues, bordered with villas and pleasant gardens. Street car lines connect the different sections of the city and climb the hills in the background, to which the wealthier residents retreat from the heat of summer.

"Prettiest" College Campus

"Old grads" who like to argue about the beauty of their respective college campuses have not seen that of Beirut's American College, on the point of land west of the city. On the top of a limestone ridge, with the blue waters of the Mediterranean in front and the rosy-peaked Lebanons behind, it would be difficult to find a lovelier setting. In its score of buildings have been educated many of the leaders of the Near East.

Beirut, before the World War, was one of the principal religious crossroads

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or camera. The other peaks of this Sinai group cut the heavens in every direction, a tangle of smaller mountains and valleys lies almost at one's feet, while far beyond in clear weather a bit of the Red Sea and the greater part of the Gulf of Akabah are visible.

Beyond Sinai, the route of the Exodus, within the Peninsula, is fixed beyond peradventure by the configuration of the valleys, the one or two well-known locations and the water supply.

Wilderness Has Its Paradises

Turning out of Wady esh-Sheikh through a side valley one reaches a divide beyond which the country changes instantly. A wide plateau shows signs of vegetation, where graze hundreds of camels and thousands of sheep and lambs. The whole skyline takes on a softer, smoother look, and the sides and bases of the mountains lose the sharp, forbidding aspect of Sinai.

Farther on is the oasis of Ain Hudherah where Aaron and Miriam spoke against Moses because he had married a Cushite woman. The weary traveler coming upon this delightful nook from any point of the compass will never forget the sight of this wonderful little oasis.

Between Hazeroth and Ezion-geber lie the still unsolved portions of the problem and route of the Exodus. After reaching the shore of the Red Sea, the Israelites turned northward, and for 38 years roamed about the neighborhood of Kadesh. Into this Wilderness of the Wandering, explorers have been penetrating from the north, the west, and the south, and a few years hence we shall have as good maps and details of it as we have of the other sections of the route.

Route Lies Partly Along Beach

Leaving this loop aside the traveler may skirt the shellstrewn shore of the Gulf of Akabah around its northern end. Just before this northernmost point of the Gulf is reached he will cross the former Egyptian-Hejaz border, now the border between Egypt and Transjordania, indicated by a line of stone and steel pillars stretching off northwestward. Just around the head of the Gulf and across the utmost extremity of the Jordan Valley rift is the town of Akabah —beautiful from a distance because of its palms, but seen from within, a wretched and filthy place.

From Akabah one may strike across some sixty miles of desert and reach a railway over which, strangely enough, he can parallel most of the remainder of the journey of the Israelites. This is the Damascus-Mecca railway built, however, to facilitate the pilgrimages of the votaries of another religion. The Children of Israel, after leaving the head of the Gulf of Akabah went north almost exactly along the route of the present railway and almost to the site of Damascus. It was on this portion of the trip, when east of Jerusalem, that Moses climbed Mount Nebo and saw the Promised Land. Later came the wasteful loop to the north, and then the passage of the Jordan and the conquest of Canaan.

of the world. Here the Mohammedan faithful disembarked on the last lap of their pilgrimage to Mecca, and from here they sailed on the journey home. Today the Moslem traffic is not as heavy as it was, but Palestine tourists and pilgrims generally enter or leave the Holy Land by way of Beirut so that they may include Damascus, the world's oldest city, and Baalbek, with its Cyclopean ruins, in their tour.

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THE HEAD OF A BULL WALRUS KILLED AT ETAH, GREENLAND

The Atlantic walrus is not as large as the Pacific, but specimens have been secured in Smith Sound weighing 3,000 pounds. On a walrus hunt, which is the most dangerous sport in the Arctic regions, the whale-boats are painted white to resemble pieces of ice, and the rowlocks are muffled, to enable the hunters to steal upon their quarry without detection (see Bulletin No. 2).